

HOW TO MOTOR TO THE INAUGURATION

Thousands Will Drive Their Cars to Washington for Impressive Ceremony.

By O. M. WELLS.

The Automobile Club of America. Although rather early in the season, thousands of motorists will make the trip to Washington next week to attend the inauguration of Warren G. Harding, twenty-ninth President of the United States.

Not only will we have a new President and a complete change in the heads of the various executive departments, but also a new House of Representatives and many new Senators, altogether a greater change than has taken place for many years. And naturally all the newcomers will fire their friends on hand to welcome them into office.

It will be wise to reserve hotel accommodations in advance. Washington is well supplied with hotels, but on the occasion of this nature, the capacity of even these great houses is certain to be taxed to the limit. Experienced travelers will be surprised to find that the city is so well supplied with accommodations.

The bureau of tours of the Automobile Club of America outlines the best automobile routes, from various points, using all hard surfaced roads.

New York city the most convenient ferry, from 130th street down, can be used to reach the Hudson County Boulevard. This should be followed to the plank road and thence proceed west to New York city. From New York city, made via Clinton and Elizabeth avenues, continuing to Elizabeth, where right turn is made at the post office into Westfield avenue. Two blocks beyond, turn left into 14th street, which becomes St. George's avenue, and follow this through Rahway to the overhead railroad crossing. Turn sharp right along the railroad on a new concrete road and run through Metuchen to New Brunswick, continue straight along Albany street, following the Lincoln Highway signs through Princeton and Lawrenceville to Trenton. Turn right into State street, and a short distance to the State Capitol, turn left into Calhoun street; cross bridge over Delaware River and go straight on through Langhorne and Euston, entering the Boulevard in the outskirts of Philadelphia. Follow to Broad street, where a left turn is made and the route continued to the City Hall in Philadelphia.

As Chestnut street is a one-way street going east, it is necessary to go out of Philadelphia via Market or Walnut street to Fifty-seventh street, where a left turn is made. Just beyond, a right turn should be made into Baltimore avenue, which is followed straight on through Lansdowne, Swarthmore, Media, Wawa, Concordville, Chaddsford, Pottsville, Kennett square, Westgate, Jenersville, Oxford, Barnsley to the end of the concrete road, where a sharp right turn is made, going through Rising Sun, crossing the Susquehanna River at Conowingo, and continuing straight on through Hickory, Bel Air and Kingsville to Baltimore. Go straight through Baltimore on North avenue, turn left into Park street, right into Wilkins avenue, and a short distance beyond, turn left into South Monroe street; thence through Elk Ridge, Laurel Ammendale and Bladensburg to Washington, 244 miles from New York.

Motorists coming from Brooklyn will find it convenient to take the Sixty-third street ferry to Staten Island, then following the main road to Totenville, crossing by the ferry to Perth Amboy. In Perth Amboy continue straight on Smith street, then via Brunswick avenue, making the connection with the trunk line at Metuchen.

From Boston and lower New England points, either the Boston Post road or the inside route can be used to New Haven. The Post road route goes through Dedham, Walpole, Wrentham and Pawtucket to Providence, thence through Apponaug, Wickford, Narragansett Pier, Westerly, Groton, New London, Saybrook, Clinton, Guilford and Branford to New Haven. The inside route lies through Weston, South Sudbury and Marlboro to Worcester, then through Spencer, Warren and Palmer to Springfield, running down the west side of the Connecticut River through Wareham Point and East Windsor Hill to East Hartford, crossing the Connecticut River to Hartford, then through Meriden to New Haven; the Middletown route offers an alternate from Hartford through Middletown and Durham to New Haven. From New Haven the old Boston Post road is used, running through Milford, Stratford, Bridgeport, Norwalk, Stamford, Rye and New Rochelle. From New Rochelle it is preferable to follow the shore road to the Pelham Parkway, which becomes Fordham road. Motorists going from Waterbury and points beyond on the Naugatuck valley, should follow the hard surfaced road through Seymour, Derby and Shelton to Stratford, where connections are made with the Boston Post road.

The best way to go through New York from the Boston Post road is to turn left into the Grand Concourse from Fordham road and continue straight on into Mott avenue, which is followed to the Hudson River, crossing the bridge over Harlem River, and turn left into Madison avenue. At Mount Morris Park turn right, run half block, and turn left into Fifth avenue. At Central Park turn right into 110th street, turn left into Park, and run to Columbus Circle or continue to Eighth avenue, which is a one way street, and turn left going south to Columbus Circle; then down Eighth avenue to Forty-second street, where a right turn is made to the ferry crossing to Weehawken.

Motorists coming down from the Berkshire district will find all good hard surfaced road from Millerton. Both sides of the Hudson River, between New York and Albany, are hard surfaced in good condition.

Motorists coming from Indianapolis and Western points will pass through Springfield and Columbus to Wheeling and thence over the Old National Highway through Uniontown, Cumberland, Hagerstown and Frederick to Washington. The Shenandoah Valley is in good condition from Staunton through Winchester and Hagerstown to Frederick and from Winchester through Harpers Ferry to Frederick. Motorists from the South will find a fairly good road from Richmond through Fredericksburg and Alexandria.

TABLE OF DISTANCES TO WASHINGTON. Miles.
New York.....244
Boston.....495
Pittsfield.....495
Albany via New York.....203
Indianapolis.....156
Richmond, Va.....156
Staunton via Shenandoah Valley.....215

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Solid panel, with vestibule front. Most approved model for Express and Warehouse trucking. High class construction. Bodies ready for any color and 10 day delivery. You furnish the chassis. Write for prices.

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URGES SUPPORT OF NEW BILL.

Larson Explains How It Will Benefit Motorists.

Sentiment along "Motor Row" is all for the passage of the Straus-Stitt bill guaranteeing compensation for those killed or injured in automobile accidents, according to C. H. Larson, who is himself earnestly advocating that the public lend its support to the proposed measure.

Mr. Larson is also anxious, as one interested primarily in the sale of motor cars, for the prospective motorist to understand that the bill is really beneficial to him from almost every standpoint—that it does not simply impose a new fee upon him.

"Practically every one who drives a machine," Mr. Larson says, "is paying premiums on liability insurance, and the Straus-Stitt bill will have the large effect of diverting a great many such payments into a State fund. In a few cases the motorist will probably have to increase the amount of his liability insurance, but I believe that in a majority of them the owner will find his premiums reduced."

"Further, the bill will correct one feature that has necessarily arisen from our traffic and its problems. In a very large percentage of our accidents the fault lies neither with the pedestrian nor the driver. The accident might have been avoided through the perfect functioning of the nerves and muscles of both parties, or it might not have happened if both had extreme precaution."

"The new law, however, will award alike regardless of the cause and will save the State thousands of dollars each month that would have been spent in the investigation and the hearing of why and wherefore that always ensue the attention of the court and jury in such suits."

682,894 CARS IN NEW YORK STATE

19 P. C. Over Last Year and One Car to Every Fifteen Residents.

ALBANY, Feb. 26.—New York State today has a total of 682,894 motor vehicles, a gain of 111,232, or 19 per cent, for the year. This means that there is a car to every fifteen of its residents. Official registration figures, announced today by Secretary of State John J. Lyons, show that the State still maintains its supremacy in the number of cars registered. From 1918 to 1919 the increase was 197,954 cars, or 29 per cent.

Of the total registration in New York State last year nearly a third of the cars are shown as being owned and registered in New York city and vicinity. Total of 212,732 coming from New York, as compared to 178,441 in 1919, an increase of 37,341, or better than 3,000 cars a month.

Viewing the year's registration from a percentage standpoint, the greatest increase has been made in the commercial types, which jumped 29 per cent, as they went from 97,346 to 125,394. From 1918 to 1919, the increase in commercial cars in New York State was 25,027, serving to show the ever increasing demand for motor driven cars adaptable to business needs.

No less than 524,257 passenger cars were registered in New York State last year, New York city contributing 149,322 to this total. The increase in the State over the previous year amounted to 77,684 cars. The growth in automobiles last year was 3,957, and trailers 854.

Dealers now number 3,560, or 879 more than a year ago, a 33 per cent increase. Chauffeurs gained 35,179 to their ranks, bringing the total for the year to 216,811, of which 131,394 were licensed in New York city.

A comparison of registration figures for the State as a whole and New York city presents some interesting features. For instance, in the increase in commercial cars New York city contributed 11,671 to the 28,048. Out of the 26,529 omnibuses in the State 11,613 are from New York and 1,011 of the total of 3,154 trailers. Out of the 879 new dealers last year 283 came from the greater city, while 1,126 of the 1,631 more motor cycles registered last year are owned in New York city.

The automobile bureau in the Secretary of State's office collected about \$9,000,000 last year, and to this huge sum New York city's contribution was \$3,896,616.95.

The following gives the comparative registration, increase in cars and chauffeurs, together with the percentage of each for New York State and likewise New York city:

| NEW YORK STATE. | | In-Per |
|------------------|---------|---------------------|
| | 1919. | 1920. crease. Cent. |
| Passenger..... | 440,526 | 854,237 77.96 |
| Omnibuses..... | 22,072 | 26,329 3,907 18 |
| Trucks..... | 97,346 | 125,394 28,048 29 |
| Trailers..... | 2,470 | 3,154 684 |
| Dealers..... | 2,681 | 3,560 879 33 |
| Total cars..... | 571,062 | 682,894 111,232 19 |
| Chauffeurs..... | 181,632 | 216,811 35,179 19 |
| Motorcycles..... | 28,561 | 30,002 1,531 5 |

| NEW YORK CITY. | | In-Per |
|--|---------|---------------------|
| | 1919. | 1920. crease. Cent. |
| Passenger..... | 126,725 | 149,322 22,597 18 |
| Omnibuses..... | 9,136 | 11,613 2,482 27 |
| Trucks..... | 41,057 | 52,128 11,071 27 |
| Trailers..... | 678 | 1,011 333 |
| Dealers..... | 820 | 1,103 283 35 |
| Total cars..... | 178,386 | 212,732 37,346 21 |
| Chauffeurs..... | 107,824 | 131,394 23,570 22 |
| Motorcycles..... | 5,277 | 9,403 4,126 78 |
| Total..... | 291,487 | 353,529 62,042 21 |
| Increase, 1919-1920, 62,042, or 21 per cent. | | |

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THE balanced construction of the Chevrolet "FB 30" Coupe results in riding ease, dependable performance, and low running cost. Satisfaction is increased by its smart appearance and easily regulated protection against weather.

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Newark, N. J.,
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BODY BUILDERS
Paterson, N. J.

Chevrolet "FB 30" Coupe, \$2,075, f.o.b. Flint, Mich.

PLANS COMPLETE FOR BROOKLYN SHOW

Tenth Annual Exhibition Will Open Next Saturday for Week's Run.

The tenth annual exhibition of the Brooklyn Motor Vehicle Dealers' Association will start at the Twenty-third Regiment Armory, Bedford and Atlantic avenues, next Saturday night. As usual, it will last one week, closing on Saturday evening, March 12. There will be afternoon and evening sessions. For the first time in the history of the organization there will be a cut rate at the matinees.

The exhibition this year is unusual in more ways than one. First, it is going to be a "three ring" affair. For the first time in the history of the Brooklyn trade show will include a complete line of passenger and commercial cars as well as accessories. Never before have the three big ends of the industry been shown in Brooklyn under the same roof. Originally the show was for passenger cars. Then commercial cars were added. This year accessories have been included.

Another interesting feature is the fact that only members of the Brooklyn Motor Vehicle Dealers' Association will be permitted to show cars this year. In former years the dealers' association was more or less of a closed corporation. The members of the association had first pick at the floor spaces, and if there was any space remaining it was sold to the balance of the dealers. During the past year there has been a big reorganization in the Brooklyn Motor Vehicle Dealers' Association. Every dealer in the borough who can comply with the conditions of membership, which, incidentally, are exceedingly strict, is now a member and each will exhibit at the coming show.

Not only will they exhibit but they will exhibit in a most friendly spirit. The word has gone out that the slogan of the show is "One for all and all for one." In other words, each dealer is to see that the other dealer is not left out of the show, realizing that if a dealer is in the association he is a man that the public can trust or he would not be an exhibitor at the show.

Although they are not members of the association considerable cars have been taken in the selection of the accessory firms that are going to show their wares. The accessory men are going to be put in the balcony. Here they will have plenty of room and it is expected that their exhibits will add wonderfully to the attractiveness of the big exhibition.

There is no questioning the fact that the dealers' association expect to stage an exceptional show. All are firmly of the opinion that 1921 is going to be a transportation year. Every business and every product is called upon to face its part in the reconstruction. Waste must be cut. Extravagance must be eliminated. Efficient methods must prevail. The salesman who goes about or depends on irregular train service when he could double his productivity by using a car must go into the discard. The real estate man who depends on trolleys alone will find his business seriously curtailed. The farmer who depends on a team to connect him with the town will find his family discontented, his farm shunned by the hired man and his profits reaching the zero point.

The farmer, moreover, is the heaviest buyer of cars, owning over a third of all motor cars registered. The rural districts of the United States purchased 60 per cent of the 1920 motor vehicle output. Of the cars in this country 33 per cent are owned in communities of 1,000 population or under, and 55 per cent are owned in districts of 5,000 population or under.

This is to be a year of conservatism, when the weak will go to the wall and the strong will add to his strength. People will want cars. But they will not ask, as in years gone by: How much speed? How much comfort? How much prestige? The test will be: How much economy in transportation? How much gain to my business?

These are questions which the motorcar can answer with satisfaction to the sternest interrogator. In a year when efficiency in transportation will be essential, the passenger car and truck will have an opportunity to prove their worth to a degree not realized in the times of super prosperity.

For work of the car has its place. Just now the world has its cost off and 1921 will be a year when motor vehicles will serve primarily a business purpose, but incidentally the whole social fabric will benefit from healthful recreation and from the fact that each car owning citizen will have a fuller knowledge of how the country surrounding him lives and grows.

How to Avoid Bad Service in Self-Starters.
The starting motor takes its current from the storage battery through brushes. It sometimes happens that these brushes for various reasons are not making proper contact, and this means more or less failure of the system. When trouble arises in this system these brushes should be carefully examined. Again one of the cells of the storage battery runs down before the others, which are therefore called upon to do more work than they are able to handle. Also a grain of grit or foreign matter may get between the contact points of a switch and make a world of trouble before it is discovered and dislodged.

What 102.8 Miles Per Hour Looks Like

of 102.8 miles per hour and is a world's record for stock cars.

Fred L. Wagner and F. E. Edwards, well known officials of the A. A. A. contest board, were present at Daytona during the speed trials. Under the eyes of these officials the car was checked in, the distance surveyed and the speed recorded by an electric timing device. The above record, therefore, is official.

The real significance of this performance was the revelation of strength and stamina of a stock car designed primarily for the daily service of the average owner.

It was at Daytona Beach, Fla., that a "6-66" stock model, driven by Ralph Mulford and timed by A. A. A. officials, covered a measured mile in 55.01 seconds. This time is equivalent to a speed

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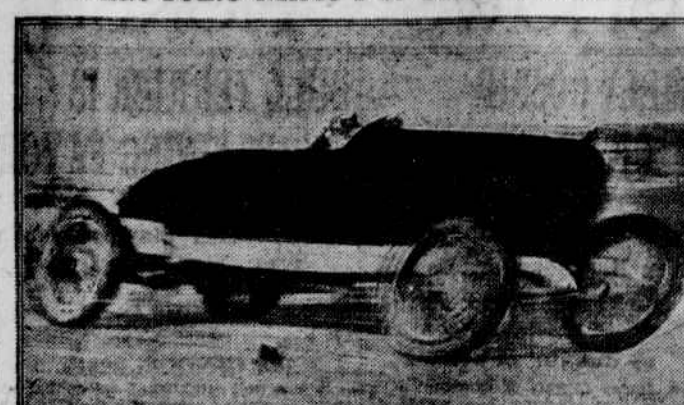
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What 102.8 Miles Per Hour Looks Like



NATURALLY the Dalley brothers, well known New York dealers for a car whose slogan is "the most beautiful car in America," are delighted over having now in the same product the fastest stock car in the world.

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